

# MAD FLIER ASSAULTS PILOT WITH HAMMER, 2,000 FEET IN AIR

The story of a battle 2,000 feet in the air between two fliers, Harry Anderson, of Roseville, Michigan, pilot, and Clarence Frechet, of Detroit, and aerial exhibitionist, which resulted in the plane's crashing and in a remarkable escape from death by the occupants, was under investigation today.

Both men were found seriously injured in the plane, which was demolished in landing on the grounds of the state hospital for the insane yesterday.

Anderson told police he was attacked by Frechet, with a hammer while flying over Pontiac. Losing consciousness after repeated blows from the weapon, Anderson said, he recovered, after the plane had taken a sheer drop of nearly 1,800 feet, in time to fight it for the rough landing that averted almost certain death for himself and Frechet.

Anderson's skill was fractured and he was seriously injured about the face, most of his teeth having been knocked out, supposedly by blows from the hammer. Frechet was less seriously injured but required hospital treatment.

**Held Under Guard**  
Under heavy police guard at a hospital, Frechet raved. From coherent parts of his talk, police pieced together information that he is a student pilot and parachute exhibitionist who went to an aviation school at Roseville a few days ago for instructions. Yesterday he engaged Anderson, who operates a small commercial flying concern in Roseville, to pilot him to Pontiac. From letters found in Frechet's clothing, police thought the purpose of the trip might have been a bizarre and premeditated plan of self-destruction, the episode of

which was to have been over the home town of his sweetheart.

One of the letters, addressed to a Miss Georgia Parides, of Pontiac, couched in enigmatics, contained the following:

"Death is my message, sweet heart."

Another addressed to Frechet's mother, said he feared that "death approached."

Anderson, who told police he was not previously acquainted with Frechet, said the man appeared to be normal when he made arrangements for the flight. When they arrived over Pontiac, however, the pilot said the passenger grabbed a hammer and began to holler him over the head.

**Describes Attack**  
"It was awful," Anderson told Sheriff Harvey Toddler, "the first blow at me barely grazed my head. I tried to grapple with him and at the same time keeping my machine from pitching. One of the blows made everything go black. Then I remember coming to. I saw we were heading a nose dive. I jerked the controls and tried to right the plane. Just as I was swinging out of the dive, I felt the wheels of the undercarriage touch the ground for some distance and then the ship went over on the nose."

Attaches at the asylum finding in the narrative, the plane approached Pontiac cruising leisurely at an altitude of about 2,000 feet, suddenly it began to spiral about. This continued for about a minute, then it banked at an angle of about 45 degrees and became a dizzy plume eastward, nosedown. When within 200 feet of the ground, the ship righted itself, and after attaining an even keel, began to fly to land. When it touched land, however, the underlining crumpled, throwing the machine over several times.

Anderson was found unconscious.

# LEVIATHAN SKIPPER HAS UNIQUE RECORD

## Ran Away From Home as Boy to Follow Sea.

Brooklyn—From cabin to Leviathan is the record of Capt. Harold Cunningham, newly appointed skipper of the great United States liner, which is the largest ship afloat. Cunningham knew how to handle the little crafts and sturges that the boys play with in Sag Harbor, L. I., soon after he had learned to walk.

While, during the war, he performed what was considered the most astounding navigation feat of all time his friends harked back to his days in Sag Harbor and later in Greenport, when, sailing his homemade vessels, he would leave the heavy life expectancy that swept his native insouciance.

The Leviathan, in the war days, arrived in New York during a strike of tugboat men. No pilots were available, and the ship was driven ashore by the Leviathan skipper's hands.

Thousands of troops were waiting to be transported. The Leviathan might have waited at quarantine for days, but for a week.

"By the time I was with all my tugboats," admitted Cunningham, who is now 60, "I was in on a lot of accidents. I was in a tugboat when it ran into a pier, and I was in a tugboat when it ran into a pier."

On February 25 of this year he celebrated that anniversary that only occurs every four years.

**Nearly a Centurion**  
Harry, at the age of eighteen, narrowly escaped the sign of land, but he was not to be deterred. He was a member of the crew of a tugboat, and he was a member of the crew of a tugboat.

But young Harry Cunningham had fished around the sea too long to let any such advice. Born at Sag Harbor, L. I., he grew up loafing the long island railroad, he moved to Greenport, where at the first he watched fishermen bringing in their catches of haddock. Soon after he turned to fish for cod, and he was a member of the crew of a tugboat.

Mr. and Mrs. E. W. Taylor and children spent Monday and Monday night in Montgomery.

Miss Marie Rowe is visiting relatives in New Brighton this week.

Rev. B. S. Franklin left Tuesday morning to attend the S. B. C. in Chattanooga, Tenn.

Messrs D. C. Marley and W. M. Johnson made a business trip to Montgomery Tuesday.

Mr. and Mrs. J. B. Pichard of Canton were guests of Mr. and Mrs. Cherry Lane Cunningham confined to bed around with loss.

A senior in Greenport high school at the age of eighteen, Cunningham died of civil blows and frost also of the thought of becoming a Long Island railroad conductor when he graduated. He therefore ran away from school and got a job as plain seaman on one of the little steamers of the Manhattan Steamship Co., which braved the waves on the run from Sag Harbor to Greenport to New York.

**His First Command**  
On the steamer Shinnecock, of which John Huns was skipper, Cunningham learned how to keep the compass from Pilot Dennis Huns, now a prominent citizen of Riverhead. He progressed so rapidly that three years later, at the age of twenty-one, he became a captain—a full-fledged skipper three months after attaining his majority.

The Massachusetts, Captain Cunningham's first command, bounded over the stormy seas between Sag Harbor and New London. Cunningham moved rapidly to posts on bigger ships. He joined the Southern Pacific line, and he sailed vessels between New York and New Orleans, then became second or first on one of the vessels of the Mat line. The first officer on one of these trips was not overboard and Cunningham brought the ship in.

He commanded the Monks, the first American ship to make the trip to France during the war. His master put work on this vessel was him the best of navigating officer of the Leviathan.

A standard silver dollar weighs as much as twenty and one half dollar bills.

Sights attached to golf clubs making putting more accurate have been revised.

# THE ELBA CLIPPER

## TO THE VOTERS OF COFFEE COUNTY

I take this means of thanking the voters of Coffee county for the cordial and courteous support which I received in the past primary as a candidate for the office of Probate Judge. I desire to express my hearty thanks for the loyal support and kind consideration of my appeal.

I give full credit to those true and loyal friends who stood by me in the face of storm and combated powers, and circumstances during the closing hours of my campaign.

Subsequent to my election of office, I have been receiving the most cordial and generous support from all those who have been so kind as to support me.

Quite a large number of the voters of the county have approached me relative to an independent running in the election, as well as concerning the probability of a republican candidate, and in no instance have I not been any misunderstanding as to my position on those matters. I wish to say that it is my purpose to support Mr. J. A. Canby, the nominee.

Again thanking my friends for their loyal support, I am, Yours truly, W. M. BRUNSON

Mrs. Roy Ballard spent last week in Montgomery with her mother Mrs. E. Grimes who has recently undergone an operation at the Memorial Hospital.

Mr. and Mrs. J. M. Marsh, Mr. Oscar Marley and Miss Viola Boyd visited Miss Mary Marsh at Monticello last Sunday.

Mr. and Mrs. John Arnold visited Mrs. J. A. Canby at her home in Dothan last Sunday.

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THURSDAY, MAY 17th, 1928

FOR Latest News of Interest Read The Elba Clipper

VOLUME XXXI.

DORSEY BROTHERS REPORT GOOD SALE ON NEW CARS

Dorsey Brothers, local Ford dealers, report that demand for the new Ford car continues unabated, although they have been making deliveries since the early part of March. While the tremendous demand for the new car has necessarily made slower distribution dealers in every locality have been receiving their allotment regularly.

Mr. J. V. Wright, salesmanager for Monday by the Alabama Oil Development Company, Weeks of careful preparations ended Monday when the boiler was fired up and the ponderous machinery swung into motion.

An eager crowd of on-lookers saw the powerful bit dig into the ground Monday morning, until it reached a depth of forty some feet, and causing a great deal of excitement. Tuesday was a day of forced idleness, waiting for the concrete to harden, but Wednesday morning brought progress on the scene, and the quest for oil was on in earnest, and unless circumstances now unforeseen appear that may be taken, One is by the university auditorium.

Another feature of the commencement season this year will be the alumni reunions on Monday, June 4, of those classes whose numerals end in eight or three. Dr. Goodrich, C. White, dean of the College of Arts and Sciences will be the orator of the day.

Members and friends of the Elba Methodist Church are especially invited to attend the morning service Sunday. There will be no preaching at the evening hour at this church. The pastor and his congregation will join in the revival at the Baptist church.

Rev. B. S. Franklin returned Saturday from Chattanooga, Tennessee, where he spent several days attending the Southern Baptist Convention. He is a member of the Elba Baptist church.

William Reynolds, young son of G. C. Reynolds, owner of Reynolds Wholesale Company, was the victim of a painful accident Friday afternoon. A harmless looking piece of wire had been picked up by William and carried to his play workshop in his father's store. Here he made an effort to attach it to an old battery. When he did so it exploded, causing severe cuts on his face and body.

The harmless looking piece of wire proved to be a fuse to a dynamite with cap attached. The boy had picked it up near where the sewerage outlet ditches were being dug. He is getting along nicely this week—Evergreen Courier.

**IN MEMORIAM**  
The many friends of Mrs. L. M. Bowden who lived near the County line Community in northwest Coffee County were shocked to learn of her death Sunday, May 13. Mrs. Bowden came from a prominent family of this section, and her passing will be mourned by many. She was born in Bowden county on July 17, 1849, and would have been eighty-nine years of age her next birthday.

Suffering an affliction that prohibited her walking for over thirty-five years she bore her hardships with a fortitude and cheerfulness that endeared her to all who knew her.

With heart undimmed there were many little tasks about her home she insisted on doing, and until recent years was unusually active.

She was the mother of nine children, five of whom are now living. She is survived by her husband, L. M. Bowden, one sister, Miss Caroline Williamson, and five sons, R. O. Bowden, Leeburg, Florida, A. J. Bowden, Glenwood, J. B. Bowden, Troy, Dr. C. C. Bowden, Spring Hill, and Grover C. Bowden, Atlanta, Georgia.

Funeral services were held at Hope well church cemetery Tuesday morning, May 15. Rev. J. B. Wilson conducted the ceremony.

To the loved ones whose hearts are heavy today we give this thought for they know that "To live in hearts we leave behind us for years from now you will thank us for pointing out the way."

**THE LAST NOTICE OF THE TAX COLLECTOR**  
All names of the Delinquent Tax Payers will appear in the next issue of this paper. Subsequently it is being advertised in this one.

**J. DUDLEY HEATH, Tax Collector of Coffee County**

**ELBA BANK & TRUST COMPANY**  
Y. W. RAINER, President. S. H. BROCK, Vice-President. C. L. ROWE, Vice-President. J. L. MIXSON, Cashier. W. M. FARRIS, Assistant Cashier. ELBA, ALABAMA.

**Are You Saving?**  
The Finger Points

Be sure that it is not the finger of accusation. Really, are you saving, and how? Don't risk your surplus earnings in speculation on the promise of big financial gains. Take the safe and sure course. Invest in a savings account in our bank and take pride in seeing it grow. Years from now you will thank us for pointing out the way.

**SMITH BROS.**  
The Store You Know So Well

**Elba - - - Alabama**

17-24-31

J. E. HUDSON, County Superintendent

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